



Agenda Item No. _____

File Code No. 530.03

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: June 12, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Lower Mission Creek Flood Control Project Update

RECOMMENDATION:

That Council receive a status update on the Lower Mission Creek Flood Control Project.

EXECUTIVE SUMMARY

In 2001, Council approved the Lower Mission Creek Flood Control Project (Project) Environmental Impact Statement/Environmental Impact Report (EIS/EIR), prepared by the United States Corps of Engineers (Corps). Since then, the Corps was able to finish permitting at the California Coastal Commission (CCC) and was able to fund its design to an estimated 60% level. However, they were not able to get construction funding. With anticipated federal funding indefinitely delayed, the City and the County Flood Control District (District) obtained the appropriate local agency permits and initiated construction on portions of the Project in an effort to reduce construction cost inflation. This report is intended to show how the Project is now being built in increments over several years, with significant construction having been recently completed, and more being scheduled in the next few years.

DISCUSSION:

BACKGROUND

Mission Creek extends through the City and unincorporated areas in the County of Santa Barbara (County), with the lower portions of the Creek flowing through the urbanized area of downtown Santa Barbara (see Attachment 1). The Project has been a long-term joint effort between the Corps, the District, and the City since the 1960s and addresses the last 1.3 miles of Lower Mission Creek, from just downstream of Canon Perdido Street to the Cabrillo Boulevard Bridge, just before the creek enters the Pacific Ocean (see Attachment 2).

Currently, Mission Creek is estimated to be able to accommodate an eight-year storm event, or approximately 1,500 cubic feet per second (cfs), without overflowing the channel banks. The Project improvements are expected to increase the channel capacity to carry 3,400 cfs, which equals an estimated 20-year plus storm event. In addition to improving water conveyance, the final channel improvements will enhance aquatic and riparian habitats.

The Project improvements include:

- Widening the existing natural stream bottom;
- Installing a new culvert bypassing the Oxbow Railroad Historic Channel (Oxbow) below Highway 101, with the Oxbow being left in place as a low-flow channel;
- Replacing four bridges along the Project reach (Mason Street Bridge, Haley Street Bridge, Cota Street Bridge, and Ortega Street Bridge);
- Planting of native riparian species along structurally stabilized banks and the creation of additional riparian habitat areas;
- Reconstruction of creek banks using either a vertical wall or a combination of a vertical wall and a structurally stabilized bank;
- Reverting the concrete lined stream bottom section to natural conditions (except through the historic sandstone wall channel at the Railroad Depot Oxbow);
- Installing fish habitat improvements.

On May 17, 2012, the Planning Commission received a status report on the Project from the Community Development Planning Division (Attachment 3). The report described in detail the changes that have been made to the Project. Originally the Project was planned to be built by the Corps in about two years; now it is planned to be built in increments over several years. There have been some changes to the width of the channel, while still meeting the planned 3400 cfs capacity, and some features have been added to the Project as part of project permitting to better accommodate fish passage. Some changes are proposed for the creek banks to enhance landscaping and riparian habitat features, while anticipated to save costs.

PROJECT STATUS

The Project's EIS/EIR was completed by the Corps in 2000, and Alternative 12, the environmentally preferred alternative, was certified by the Planning Commission and approved by Council in 2001. As a Corps federal project, the Corps initially received from the CCC a conditional Coastal Consistency Determination (CCD) in 2001 and then the final in 2006, after added studies were completed. Due to the inability of the Corps to obtain federal funding to begin construction, the City and District acquired a new Coastal Development Permit (CDP) in 2008, which allows the City and District to move

forward with the Project using local funds in increments as grants and other funding becomes available. Since approval of this CDP, the City and District have worked together to construct various increments of the Project. In addition, the Corps was able to get funding to develop the design to an estimated 60% level and prepare three report updates related to the Project's National Environmental Policy Act documentation concerning biological resources, air quality, and cultural resources.

CHANNEL

The first increment of the Project construction was completed in late January 2009 when the District arranged for the Union Pacific Railroad (UPRR) to construct the Project's bypass culvert under their railroad tracks at the Railroad Depot. Using State Proposition 50 and District funding, the District recently constructed approximately 230 feet of channel just north of State Street, (Reach 1A – Phase 1). The remaining channel up to Mason Street (Reaches 1A – Phase 2) is planned to be constructed as part of the planned Mason Street bridge construction (summer 2014). Just recently, the construction contract for a section of the bypass culvert through the Railroad Depot was awarded by the District to be built this summer. In addition, the District is planning to move forward with the remaining channel construction south of the Freeway within the next two years. The final design and construction to complete the culvert bypass and the rest of the channel north of the freeway is on hold until additional funding is identified. The District, with support and in coordination with the City, is seeking grant funds for this work.

BRIDGES

The Haley/De la Vina Bridge and the Ortega Bridge have recently been constructed by the City using federal bridge grants. The two remaining bridge replacements at Mason and Cota Streets are currently in Preliminary Design. Mason Bridge is being reviewed by the Historic Landmarks Commission and is scheduled to move forward with Final Design this summer. The Cota Bridge was initially reviewed by the Architectural Board of Review this spring and is also scheduled to move forward with Final Design this summer.

Through the Federal Highway Bridge Program, the City has been successful in obtaining funding to replace four other structurally deficient bridges along Lower Mission Creek (Cabrillo Bridge, Chapala/Yanonali Bridge, Gutierrez Bridge, and De la Guerra Bridge - see Attachment 4, "Highway Bridge Program Quarterly Update" memo, which summarizes the City's bridge grant funding.) Since Cabrillo Bridge was not planned to be replaced as part of the original Project in the EIS/EIR, a Mitigated Negative Declaration (MND) was prepared and adopted by the Planning Commission. The plans are almost complete. The CCC also issued a CDP on April 9, 2008. Scheduling the start of construction is pending the completion of the right of way process and continued negotiations with an adjacent property owner. Construction of Cabrillo Bridge is targeted to begin in spring 2013.

Similarly, since the Chapala/Yanonali Bridge was not planned to be replaced as part of the original Project in the EIS/EIR, staff took the bridge to the City's Planning Commission in February 2012, where the CDP was approved and the MND was adopted.

Gutierrez Bridge and De La Guerra Bridge are within the original Project limits; however, they were not planned to be replaced as part of the original Project. Therefore, these bridges will require separate environmental documentation and approvals. Currently, these bridges are just beginning the initial design review process, which includes Caltrans detailing what environmental reports are necessary. They are scheduled for contract award of their initial design this summer/fall.

FUNDING

The District is now taking the lead for finishing the design and construction of the channel elements of the Project. The City will be building the remaining two Project bridges, Mason Street and Cota Street, using grant funding. Where possible, the City and District will coordinate construction of the channel and bridge elements of the Project.

NEXT STEPS

Staff will be returning to Council with another update in approximately one year to report what construction has been completed, what has started, and also provide current schedules for future construction.

ATTACHMENTS:

1. Site Map - Lower Mission Creek Flood Control Project-Update
2. Chronology - Lower Mission Creek Flood Control Project
3. Planning Commission Staff Report without attachments - Lower Mission Creek Flood Control District (May 10, 2012)
4. Highway Bridge Program Quarterly Update memo (April 5, 2012)

PREPARED BY: Pat Kelly, Assistant Public Works Director/City Engineer/sk

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office

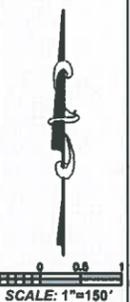
CITY OF SANTA BARBARA LOWER MISSION CREEK FLOOD CONTROL PROJECT - STATUS



**TOTAL CONSTRUCTION COST:
\$124,260,644**

- LEGEND:**
- PROJECT CHANNEL REACH
 - EXISTING OPEN CHANNEL
 - CITY BRIDGE PROJECT
 - COMPLETED CONSTRUCTION

| | LOCATION | BRIDGES | | CHANNEL REACHES | |
|---------------------------------------|-------------------------|---|---|-----------------|---|
| | | COST | STATUS & COMMENTS | COST | STATUS & COMMENTS |
| BELOW GUTIERREZ STREET | CABRILLO BRIDGE | \$16,510,000 | Scheduled for construction from Spring 2012 to Summer 2014. | - | Estimated \$500,000 for project channel upstream of Cabrillo Bridge. Phase 1 (the section from State to the Harbor View pedestrian bridge) has been completed. Phase 2 (the remaining reach up to Mason Street) will be constructed along with the Mason Street Bridge Project, currently scheduled for Summer 2013. Construction scheduled for Summer 2013. Construction anticipated to be coordinated with construction of the Chapala/Yanonali Bridge. The culvert beneath the railroad tracks was constructed in Winter 2009. |
| | REACH 1A | - | - | \$10,128,000 | |
| | MASON STREET BRIDGE | \$4,900,000 | Scheduled for construction from Spring 2013 to Summer 2014. | - | |
| | REACH 1B | - | - | \$8,824,000 | |
| | REACH 2A | - | - | \$1,876,000 | |
| | REACH 2B | - | - | \$13,012,000 | |
| | REACH 3 | - | - | \$4,721,000 | |
| SUBTOTAL | \$21,410,000 | - | \$38,559,000 | | |
| ABOVE GUTIERREZ STREET | GUTIERREZ STREET BRIDGE | \$4,515,750 | Scheduled for construction in 2015; not included in the 2000 EIR/EIS for the Lower Mission Creek Flood Control Project. | - | - |
| | REACH 4 | - | - | \$9,721,000 | - |
| | HALEY/DE LA VINA BRIDGE | \$8,179,115 | Construction has been completed. | - | - |
| | REACH 5 | - | - | \$10,604,000 | - |
| | COTA STREET BRIDGE | \$2,800,000 | Scheduled for construction from Spring 2013 to Summer 2014. | - | - |
| | REACH 6 | - | - | \$8,163,000 | - |
| | ORTEGA STREET BRIDGE | \$3,985,779 | Currently in construction, scheduled to be completed by the end of 2011. | - | - |
| | REACH 7 | - | - | \$12,138,000 | - |
| DE LA GUERRA BRIDGE | \$4,185,000 | Scheduled for construction in 2014; not included in the 2000 EIR/EIS for the Lower Mission Creek Flood Control Project. | - | - | |
| SUBTOTAL | \$23,865,644 | - | \$40,628,000 | - | - |
| | GRAND TOTAL | \$45,075,644 | - | \$79,185,000 | - |



Chronology Lower Mission Creek Flood Control Project (LMCFCP)

Starting in 1986, City of Santa Barbara Council (Council) with the USACE consider proposal for lower mile of Mission Creek concrete channel.

1993 – USACE informs Council they will stop all work on a concrete channel project EIS/EIR. The concrete channel was infeasible to construct due to debris control issues at the ocean.

1994 – The Lower Mission Creek Consensus Group was formed to come up with recommended channel design alternatives. These alternatives were presented to Council and County Supervisors. In 1995 the ACOE completed the Reconnaissance Flood Control Study which recommended pursuing an optimum sized flood control project.

2000 - The ACOE LMCFCP Feasibility Study and Final EIR/EIS.

August 2, 2000 – US National Marine Fisheries Service provides Biological Opinion on Steelhead (Permit Number F-LB-00-23:KAJ)

September 2000 – USACE Feasibility Study and EIS/EIR completed.

June 1, 2001 – US Fish and Wildlife Service provides Biological Opinion on Tidewater Goby. (Permit Number 1-8-00-F-74).

June 28, 2001 – SB Planning Commission (PC) certifies LMCFCP EIS/EIR.

October 2001 – SB City Council approves LMCFCP (Resolution # 01-137).

October 9, (November 7 Addendum), 2001 – California Coastal Commission (CCC) approves conditional compliance with USACE Federal Coastal Consistency Determination (CCD) provided that the USACE develops and submits:

- A Management Plan for Tidewater Gobies in the Mission Creek Estuary that includes studies of goby genetics, allowing Laguna Channel and Mission Creek lagoons to merge under natural conditions (or as recommended by the team of biologists). The USACE to implement recommendations from the Management Plan in the Mission Creek Estuary,
- An adaptive management maintenance plan (included in Channel Design Recommendations),
- Final plans for the low flow or pilot channel, and
- Final landscape plans for planting native riparian species inland of the vertical walls.

May 2002 – USACE issues Record of Decision providing USACE approval of the LMCFCP Alternative #12.

April 2005, Tidewater Goby Management Plan completed that is a component of the Lagoon Management Plan.

June 2005 - Channel Design Recommendation report for LMCCP completed, and includes adaptive channel maintenance plan.

October 15, 2006 – CCC conditionally concurs under a phased approach (used where insufficient information is provided for an approval) with USACE Coastal Act Federal Consistency Determination (CCD) and noted that the following documents were submitted by the USACE (that satisfy the first phase in the process):

- Tidewater Goby Management Plan (April 2005) (The genetics study of gobies was included)
- Channel Design Recommendations (June 2005)
- Adaptive Channel Maintenance Plan
- Landscape Plan (2006)
- SB County Streams Hydraulic Technical Appendix, Sedimentation Engineering(November 1999)

The CCC CCD included conditions that required UAACE commitments to:

- Implement those portions of the “Lagoon Management Plan” provided in the Tidewater Goby Management plan
- Prohibits lagoon breaching
- Provision of a lagoon buffer
- Monitoring success of native riparian landscaping, and
- Water quality and habitat monitoring plans

2007 – City of SB PC approves (within the City’s appealable Coastal jurisdiction) and recommends approval (within the CCC Permit Jurisdiction) of a CDP for the Cabrillo Bridge project that includes the channel from Cabrillo Boulevard to State Street that was a part of the LMCFCP to the CCC. This project also provided for the widening of the lagoon near the bridge, portions of a lagoon buffer, and restoration of the lagoon banks adjacent to the bridge.

February 2008 - PC approves CDP for construction of portion of bypass culvert under railroad line within prior Chapala Street alignment. This was constructed.

September 18, 2008 – City of SB PC recommends approval (Resolution 036-08) to CCC of CDP for LMCFCP that includes the area from Cabrillo Boulevard to Highway 101.

September 4, 2008 – CCC approves CDP for Cabrillo Bridge that includes channel wall between State Street and Cabrillo Boulevard that is part of the

LMCFCP and is the last bridge before Mission Creek discharges onto the beach and ocean beyond.

2009 – CCC issues City and SB County Flood Control Coastal Development Permit (4-08-096) and certifies LMCFCP consistency with Coastal Act (CC-012-09) with 7 conditions that requires:

- Commitments in the Tidewater Goby Management plan to be binding,
- A prohibition of lagoon breaching,
- Provision of a lagoon buffer,
- Monitoring success of native riparian landscaping,
- Water quality and habitat monitoring plans,
- Incorporation of conditions from other permits, and
- City and County assume the risk.

August 12, 2009 – City/County submit a Section 401 Application to the Regional Water Quality Control Board. 401 Permit Certification was issued on January 26, 2010 (Permit 3409WQ22) and amended on September 20, 2010 to correct the project description and a mitigation requirement. Permit covers entire Project.

December 16, 2009 – City/County submit Streambed Alteration Agreement Application to the California Department of Fish and Game (CDFG). The Agreement expires on December 13, 2013. The Agreement Notification is #1600-2009-0370-R5 and covers entire Project.

2010- - CALTRANS completes NEPA environmental review for Haley/De la Vina Street Bridge. Haley/De la Vina Street Bridge EIS/EIR Addendum prepared (March 10, 2008) by the City with mitigation measures applied to bridge replacement and bridge is constructed. The City obtained permits from USACE, RWQCB, and CA Dept, F&G for the construction of this bridge.

April 28, 2010 – City submits the following to the CCC for condition compliance: 1) Form stating that the City and County agree to the terms of the conditions applied by the Coastal Commission to the Project. 2) Landscape Plan Adjacent to Mission Creek; 3.) Landscape Plan for Private Property; and 4.) Habitat Restoration, Enhancement, Monitoring, and Management Program Applicable to the Areas Adjacent to the Creek Banks. Items 2-4 satisfied Coastal Commission Special Condition #4.

July 29, 2010 – City/County submit a 404 Nationwide Permit Application to the Army Corps of Engineers for Lower Reach 1A. Permit issued on May 26, 2011. There has been no umbrella permit granted for entire Project.

January 2011 – City submitted the Lagoon Management and Lagoon Buffer Plans (Special Conditions No. 1 Lagoon Management Plan and No. 3-Lagoon Buffer) to the CCC to complete the condition compliance required prior to construction of the channel. Note that the Lagoon Management Plan was revised

by consultant to include both lagoon restorations by the LMCFCP and Cabrillo Bridge Projects since the lagoon restorations would be constructed at the same time and made sense to work off of one document.

2011 – CCC amends CDP for LMCFCP to allow piles to be driven between June 1 and December 1 provided piles for channel walls are cast in place and not driven.

March 8, 2011 – CCC grants LMCFCP a time extension of CC-012-09/CDP 4-08-096.

2011 – Reach 1A of LMCFCP channel from State Street to pedestrian bridge approximately 150 feet upstream is constructed using vertical walls.

2011 - CALTRANS completes NEPA environmental review for Ortega Street Bridge. Ortega Street Bridge EIS/EIR Addendum prepared (March 10, 2008) by City with Mitigation Measures applied to bridge replacement and bridge is constructed. The City obtained permits from USACE, RWQCB, and CA Dept, F&G for the construction of this bridge.

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City of Santa Barbara California

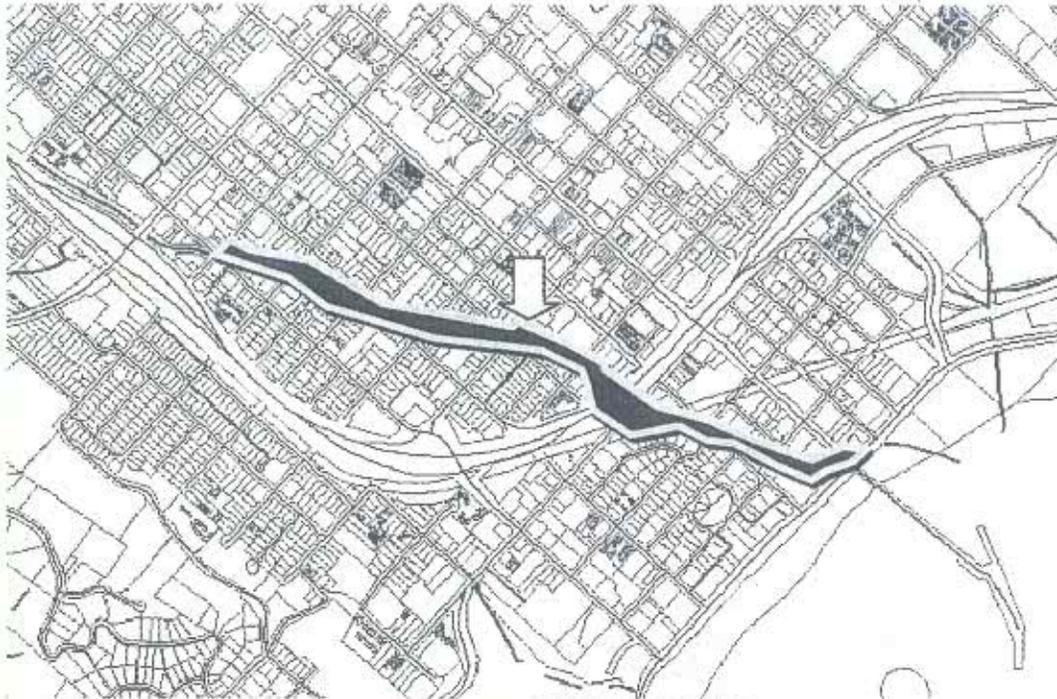
III.

PLANNING COMMISSION STAFF REPORT

REPORT DATE: May 10, 2012
AGENDA DATE: May 17, 2012
PROJECT ADDRESS: Mission Creek between Cabrillo Boulevard and Cannon Perdido (MST2008-00360/CDP2008-00012)
 Lower Mission Creek Flood Control Project
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DK*
 Michael Berman, Project Planner/Environmental Analyst *MB*

I. PROJECT DESCRIPTION

The purpose of this discussion meeting is to provide the Planning Commission (PC) with an update on the status of the previously approved Lower Mission Creek Flood Control Project (LMCFCP). The update comes from Engineering Division of Public Works for the project which is currently under construction. The project consists of widening of the Mission Creek channel, construction of a bypass culvert in the vicinity of the Railroad Depot, and the replacement of five bridges with new, wider bridges to increase hydraulic capacity on Mission Creek from Canon Perdido to Cabrillo Boulevard.



VICINITY MAP

II. BACKGROUND

City Council approved construction of the entire LMCFCP from Canon Perdido to State Street on December 5, 2001. The US Army Corps of Engineers (Corps) obtained a Federal Coastal Consistency Determination (Federal CCD) from the California Coastal Commission (Coastal Commission) that would have allowed them, as a Federal Agency, to construct the project. However, Corps funding never materialized so the Corps did not proceed with construction. The Federal CCD included conditions of approval that required studies that resulted in changes to or augmentation of the original project design.

The City and County decided to jointly implement the project (with Corps technical support). Because the City and County are subject to the California Coastal Act, unlike the federal government, the City and County were required to obtain a Coastal Development Permit (CDP) for the portion of the project that is south of Highway 101. Coastal jurisdiction of Mission Creek is split between the City (everything north of the estuary) and the Coastal Commission (the estuary); therefore, approvals by both the City and the Coastal Commission were required. As part of the Cabrillo Bridge replacement project, the PC recommended approval to the Coastal Commission for the segment of the creek between State Street and Cabrillo Boulevard on July 12, 2007. The Coastal Commission approved the CDP on April 9, 2009. The Planning Commission approved the portions of the Mission Creek project in the appealable jurisdiction on September 18, 2008. On April 9, 2009 the Coastal Commission approved a CDP for the creek channel segment from Highway 101 to State Street.

The LMCFCP was approved at the concept project level, as it is large and complex, and all of the project details were not yet finalized. As can be expected with any complex project, the project has been evolving as more information is available and more design details are developed. Changes have been made to the original project in response to agency approval (particularly the Coastal Commission), permit requirements from various State and Federal Agencies, and engineering cost analyses. Funding sources originally contemplated have not materialized, and alternative funding strategies have been developed that have required portions of the project to be pursued as funding becomes available, and out of the sequence originally contemplated when the project was approved.

Engineering staff in the Public Works Department has been working to describe the resulting changes in the project to City decision makers. Engineering staff has submitted a memorandum that describes the changes that have occurred in the project. The memorandum is attached to this staff report.

III. PROJECT CHANGES

a. Sequence of Construction

The original Corps funded project was to begin at the ocean and work upstream. Since the Corps funding never materialized, the City and County in partnership, using alternative funding sources, have constructed the channel segment between State Street and the pedestrian bridge at the Harbor View Inn, bypass culvert segment beneath the railroad tracks, Haley/De la Vina bridge and Ortega Street bridge. These project elements were constructed as funding became available from County Flood Control (for the channel) and CALTRANS (for the bridges). Since

the replacement bridges and new channel were wider than the adjacent channel a transition between these elements is necessary. Where bridge replacement occurs the creek bottom elevation sometimes could not be changed to the planned elevation, for hydrological reasons, until the adjacent channel improvements are constructed. Temporary adjustment in the creek width and creek bottom configuration and transitions to the existing creek banks were therefore required.

b. Distance Between Creek Banks

The Corps determined, based on modeling at the time the Final EIS/EIR was prepared, that the channel widths then proposed could accommodate flows of 3,400 cubic feet per second (cfs). Subsequently, a more recent hydrology study determined that the 3,400 cfs could be accommodated in a narrower channel. Since the narrower channel would be less expensive to construct, reaches of the creek were reduced in width when compared to the creek width described in the LMCFCP Final EIS/EIR.

c. Fish Facilities/Creek Bottom Configuration

A Coastal Commission condition of approval required convening a group of experts to review the proposed channel design north of Highway 101 and make recommendations about features of the project designed to accommodate fish. These recommendations were incorporated into the project. Instead of grading the creek bottom to have a low flow channel as originally proposed, rock weirs would be constructed periodically on the creek bottom. These weirs would control erosion, create fish pools, and allow the creek to make its own low flow path naturally.

The Tidewater Goby Management Plan was also required by the Coastal Commission. That plan provided that the fish features (fish ledges, fish refuges, and fish baffles) proposed in the Final EIS/EIR for the Mission Creek estuary to be installed. Cobble on the creek bottom would be replaced with sand that is suitable for goby reproduction. Dewatering and fish rescue plans were refined. These recommendations were also incorporated into the project.

The Coastal Commission also required a restoration plan for the lagoon south of Cabrillo Boulevard and landscape plans for private land located adjacent to Mission Creek. These plans were prepared and reviewed by the Coastal Commission and included in the project.

Other recommendations incorporated into the project include:

- Relocating fish baffles toward the center of the creek instead of on the edge, using boulder clusters between fish pools.
- Not using the fish ledges north of Highway 101.
- Reducing the area of rock energy dissipaters at De La Guerra and Gutierrez Bridges.
- Implementing an adaptive management plan for proposed creek improvements.

d. Creek Bank Configuration North of Highway 101

The original project had proposed a vertical wall at the base of the creek bank with a vegetated rock protected slope above, in the area north of Highway 101. The project now includes construction of creek banks that have a vertical wall at the top of the creek bank with a rock protected vegetated slope below at the edge of the creek bottom.

e. West Downtown Historic Study

The Final EIS/EIR included a mitigation measure that required a study of a portion of the West Downtown area to see if the area qualifies as a potential historic district. The study identified two potential historic districts. The study has been prepared and is being incorporated into the city historic resources data base and is in the process of being evaluated. Due to workload issues the evaluation of these historic districts will take some time.

IV. Conclusion

As this project progresses through the design review and construction process staff will continue to monitor it for consistency with the CDP and EIR/EIS. A comprehensive Mitigation Monitoring Program has also been developed that should be used to coordinate responsibilities of the various agencies under taking the project. Staff will continue to keep the Planning Commission informed of the progress of this important community project with periodic status reports.

Exhibit A: Public Works Memorandum, dated May 2, 2012

(Memorandum attachments can be viewed online in the electronic version of this Staff Report at www.SantaBarbaraCA.gov/PC. Printed copies are available upon request.



City of Santa Barbara
Public Works Department

Interoffice Memorandum

DATE: April 5, 2012
TO: Pat Kelly, Assistant Public Works Director/City Engineer
VIA: John Ewasiuk, Principal Civil Engineer
FROM: Brian D'Amour, Supervising Civil Engineer
SUBJECT: Highway Bridge Program Quarterly Update (Fiscal Year 2012, 3rd Quarter)

This memo summarizes the current status of the City's Highway Bridge Program, including specific highlights since the end of the last quarter.

There are currently nine active projects, of which eight are bridge replacements projects receiving Federal Highway Administration (FHWA) funding, administered through Caltrans' Highway Bridge Program (HBP). Additionally, three more bridge replacement projects listed in the Federal Transportation Improvement Program (FTIP) have not yet been authorized, as funds are programmed in future years.

Specific key highlights from the past quarter include:

- Ribbon cutting and notice of completion for the Ortega Street Bridge Replacement;
- Authorization to proceed with right of way phase for Mason Street Bridge Replacement;
- Authorization to proceed with right of way phase for Cota Street Bridge Replacement;
- Authorization to proceed with Preliminary Engineering phase for Gutierrez Street Bridge Replacement (New project); and
- Authorization to proceed with Preliminary Engineering phase for De la Guerra Street Bridge Replacement (New project).

An updated schedule for each of the active projects is included as Attachment 1, and a cost summary for the entire program is included as Attachment 2.

The current status for each of these projects is provided below.

Active Projects

Haley Street at De la Vina Street Bridge Replacement

Total Project Cost: \$9,950,000

Notice of Completion for construction is scheduled by May 2012, pending property owner's final approval for required parking lot pavement repairs. Project close out documentation and final invoicing with Caltrans is scheduled in the next quarter. Also ongoing is the sale of a temporary property acquisition (136 W Haley), with proceeds allocated toward City matching funds of future bridge projects.

Ortega Street Bridge Replacement

Total Project Cost: \$7,050,700

A ribbon cutting for the bridge opening was held on January 11, 2012. Notice of completion was filed on February 23, 2012. Project close out documentation and final invoicing with Caltrans is scheduled in the next quarter. Also ongoing are the sales of temporary property acquisitions (306 West Oretga & 309 West Oretga), with proceeds allocated toward City matching funds of future bridge projects.

Cabrillo Boulevard Bridge Replacement

Total Project Cost: \$23,719,500

Currently finalizing value engineering proposed changes with Bengal Engineering. Pedestrian bridge options were presented at the Planning Commission and the Historic Landmarks Commission in March 2012. The right of way phase is awaiting appraisal approval by Caltrans before the City can proceed to finalize the property acquisition Settlement Agreement. Construction funding is currently programmed by FHWA to be available on October 1, 2012, with construction scheduled to begin in May 2013. It is anticipated the Project will take two years for completion.

Mason Street Bridge Replacement

Total Project Cost: \$11,161,515

On February 15, 2012, the FHWA authorized the City to proceed with reimbursable right of way phase costs. A request for additional design phase funding was submitted to Caltrans and was approved by FHWA on April 2, 2012. Final design with Bengal Engineering is scheduled to be awarded in May 2012. Prior to going to Council for final design, the preliminary design is scheduled for consideration by the TCC. The federal share of participating costs for this project is 88.53% for the design phase and 100% for the right of way and construction phases. The additional 11.47% match for right of way and construction comes from toll credit funds.

Cota Street Bridge Replacement

Total Project Cost: \$8,125,546

A request for right of way authorization and an increase in design funding was submitted to Caltrans and authorized by FHWA on April 4, 2012. Review of preliminary design plans will begin in the next quarter. Following approval, the City will be able to begin the right of way phase and enter into a final design contract.

Chapala Street at Yanonali Street Bridge Replacement

Total Project Cost: \$4,258,420

On March 16, 2012, FHWA authorized additional funding for the design phase. This increase is sufficient to encumber the final design contract with Drake Haglan and Associates. Award of final design is scheduled for April 10, 2012. A request for authorization to proceed with the right of way phase is pending Caltrans' approval. The federal share of participating costs for this project is 88.53% for the design phase and 100% for the right of way and construction phases. The additional 11.47% match for right of way and construction will now come from toll credits rather than Prop 1B seismic retrofit funds.

Gutierrez Street Bridge Replacement

Total Project Cost: \$6,365,750

On March 8, 2012, FHWA authorized the City to proceed with reimbursable design phase costs. Requests for proposals will be sent out to qualified consultants and evaluated for selection in the next quarter. The federal share of participating costs for this project is 88.53%.

De la Guerra Street Bridge Replacement

Total Project Cost: \$5,935,000

On March 8, 2012, FHWA authorized the City to proceed with reimbursable design phase costs. Requests for proposals will be sent out to qualified consultants and evaluated for selection in the next quarter. The federal share of participating costs for this project is 88.53%.

Bridge Preventive Maintenance Program

Total Project Cost: \$500,000

A project kick-off meeting was held on March 7, 2012, with the design consultant, Wallace Group. Design is scheduled to be completed in June 2012. Construction is anticipated to begin with a maintenance/repair contract in fall of 2012. The federal share of participating design and construction costs for this project is 88.53%.

Projects Programmed, but not yet Authorized by FHWA

Anapamu Street Bridge Replacement

Total Project Cost: \$6,255,000

This bridge is eligible for replacement through the Highway Bridge Program. This project is programmed in the FTIP, with Preliminary Engineering (PE) funding available for Federal Fiscal Year 2012/2013. The federal share of participating costs for this project is 100%, since this is an off-federal-aid system bridge project funded by the Highway Bridge Program.

De la Vina Street Bridge Replacement

Total Project Cost: \$9,850,000

This bridge is eligible for replacement through the Highway Bridge Program. This project is programmed in the FTIP, with PE funding available for Federal Fiscal Year 2013/2014. The federal share of participating costs for this project is 88.53%.

Mission Canyon Road Bridge Replacement

Total Project Cost: \$10,470,000

This bridge is eligible for replacement through the Highway Bridge Program. This project is programmed in the FTIP, with PE funding available for Federal Fiscal Year 2013/2014. The federal share of participating costs for this project is 88.53%.

Attachment: 1) Fiscal Year 2012 - 3rd Quarter Active Projects Schedule
2) Fiscal Year 2012 - 3rd Quarter – Costs Summary

cc: Joshua Haggmark, Principal Civil Engineer
Barbara A.B. Salvini, Principal Civil Engineer
Adam Hendel, Supervising Engineer
Jim Colton, Project Manager
John Ilasin, Project Engineer

City of Santa Barbara
Highway Bridge Program
Funding Summary
4/5/2012

ATTACHMENT 2

| | PE Phase | | ROW Phase | | COM Phase | | Total Project | |
|-------------------------------|-------------|--------------|--------------|--------------|-------------|--------------|---------------|--------------|
| | City Funds | Grant Amount | City Funds | Grant Amount | City Funds | Grant Amount | City Funds | Grant Amount |
| Programmed (10/20/11 HRP) | \$885,300 | \$708,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Authorized by F-761 | \$885,300 | \$708,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Not Yet Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Additional HRP Funds Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$885,300 | \$708,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Amount Budgeted by City | \$114,700 | \$177,000 | \$0 | \$0 | \$0 | \$0 | \$114,700 | \$177,000 |
| Additional Match Funds Needed | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total PE Phase | \$1,000,000 | \$885,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Programmed (10/20/11 HRP) | \$1,270,000 | \$1,903,395 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Authorized by F-761 | \$1,270,000 | \$1,903,395 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Not Yet Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Additional HRP Funds Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$1,270,000 | \$1,903,395 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Amount Budgeted by City | \$1,770,000 | \$1,903,395 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Additional Match Funds Needed | \$229,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$229,400 | \$0 |
| Total ROW Phase | \$1,999,400 | \$1,903,395 | \$400,000 | \$400,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Programmed (10/20/11 HRP) | \$2,000,000 | \$2,150,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Authorized by F-761 | \$2,000,000 | \$2,150,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Not Yet Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Additional HRP Funds Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$2,000,000 | \$2,150,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Amount Budgeted by City | \$2,000,000 | \$2,150,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Additional Match Funds Needed | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total COM Phase | \$2,000,000 | \$2,150,000 | \$200,000 | \$200,000 | \$734,225 | \$6,750,000 | \$9,050,000 | \$7,458,225 |
| Programmed (10/20/11 HRP) | \$6,750,000 | \$3,915,200 | \$1,895,697 | \$4,000,000 | \$3,211,100 | \$2,879,210 | \$4,000,000 | \$3,450,000 |
| Authorized by F-761 | \$6,750,000 | \$3,915,200 | \$1,895,697 | \$4,000,000 | \$3,211,100 | \$2,879,210 | \$4,000,000 | \$3,450,000 |
| Not Yet Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Additional HRP Funds Required | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$6,750,000 | \$3,915,200 | \$1,895,697 | \$4,000,000 | \$3,211,100 | \$2,879,210 | \$4,000,000 | \$3,450,000 |
| Amount Budgeted by City | \$6,031,675 | \$6,037,984 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 |
| Additional Match Funds Needed | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$6,750,000 | \$6,037,984 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 |
| Amount Budgeted by City | \$6,031,675 | \$6,037,984 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 |
| Additional Match Funds Needed | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$6,031,675 | \$6,037,984 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 | \$6,031,675 |
| Non-Participating Costs | \$700,000 | \$100,000 | \$200,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| Total | \$1,318,325 | \$977,236 | \$58,154,653 | \$285,002 | \$7,662,633 | \$4,209,420 | \$8,365,750 | \$5,502,000 |
| Total Project | \$9,050,000 | \$7,000,000 | \$28,719,500 | \$11,117,000 | \$4,209,420 | \$8,365,750 | \$5,502,000 | \$10,694,000 |

- Notes Regarding Funding
- 100% funded in ROW and COM
- Additional PE Amount Received from programming increase
- In come from Heavy surplus
- To come from Sale of Properties
- Already budgeted
- Future Match Funds Source (SR) (heavy use of future properties)

| Address | Amount | Notes |
|----------------|--------------------|----------------------------|
| 136 W. Hwy | \$425,000 | Per 2/27/12 Staff Estimate |
| 306 W. Ortega | \$275,000 | Per 2/27/12 Staff Estimate |
| 507 W. Ortega | \$575,000 | Per 2/27/12 Staff Estimate |
| 21 E. Cabrillo | 100 | |
| 20 W. Mason | 100 | |
| 221 W. Gale | 100 | |
| 240 W. Gale | 100 | |
| 5 W. Barn | 100 | |
| Total | \$1,275,000 | |